

How's the View Down Under?



Six young participants in Take Your Daughters to Work Day get an underneath view of a revenue vehicle at the Richmond Shop. Explaining her duties is Glenda Jennings, a BART electrical technician. The photograph was taken by Fran Ortiz of the San Francisco Examiner.

BART Daughters Get Red-Carpet Treatment on Special Day

Daughters were in abundance at BART throughout the District on April 28 for the second annual Take Our Daughters to Work Day. In fact, approximately 300 daughters took part in the event, which is aimed at increasing the awareness among girls of the range of career opportunities available to them.

Some of the girls who participated in the BART event were from Lincoln School in Oakland and Chipman School in Alameda.

Welcoming ceremonies were held this year at Hayward. Deputy General Manager Dorothy Dugger was on hand to

See **Daughters** — page 2

Deborah Wetter Named Executive Manager of External Affairs

Deborah Wetter is BART's new Executive Manager of External Affairs.

She joined BART from the Santa Clara County Transportation Agency, where she was Deputy Director, Marketing and Service Development. In that po-

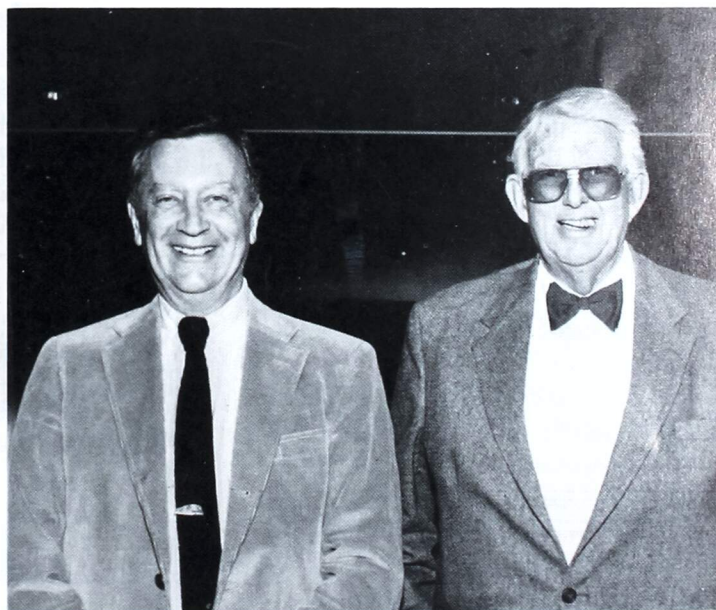
sition, she was responsible for developing and implementing all marketing, advertising, public relations and customer service efforts for the Agency. She was also responsible for the planning and scheduling of all bus and rail service, managing the Agency's portion of the Caltrain commuter service and complying with the Americans with Disabilities Act.

Before joining the Santa Clara Agency, she held the position of Marketing and Public Information for San Diego Transit. She implemented the first comprehensive marketing research program and plan for the Agency. She also oversaw customer services, telephone information, advertising, public relations and employee-communications pro-



DEBORAH WETTER

25 Years of Service



The smiling faces of Bill Missimer, left, and Fred Wright show their pleasure for the recognition of their 25 years of BART service.

grams, as well as managed an off site pass/sales information out let.

Deborah holds an undergraduate degree from Radcliffe College and a Master's degree in Business Administration from the University of Virginia. **b3**



When the friends at BART of Dory Bethune-Butler said their "goodbye" to her, recently, they did it with a panache that has seldom—if ever—been equalled in District history.

In the first place, the friends numbered at least 200, quite a crowd for a workday lunch event. They were there to wish her well and they did her proud.

That well-wishing included some time in the kitchen. The table in the MetroCenter cafeteria was covered with food. And what food! All of it "catered" by her friends: honey-baked hams, deviled eggs, salads, breads and Chinese and Mexican food, plus cakes and more cakes.

"Miss Dory," as many people called her, received a money order for \$500 and several individual gifts. She also received an in-person "goodbye" from Margaret K. Pryor, President of the BART Board of Directors. Ernest Howard also voiced his well wishes.

Her Friends Say "Goodbye" To "Miss Dory"



Dory came to work for BART in 1987. Through the years she was known for her unfailing good spirits and upbeat demeanor. She returned to Orlando, Florida, her childhood home.

The special event for Dory was coordinated by Shirley McNeal, Assistant to the

General Manager. She was almost inundated with offers to help. "All I had to do was to put out the word that I needed some help," she says, "and everyone rallied around. Everybody helped!"

In case you missed the event, contact Ruth Brown. She videotaped it. **b2**

Daughters — from page 1

greet the daughters of employees at the Hayward facility.

Here are some of the day's other activities: The Transportation Department provided a departmental overview and a tour of the new Operations Control Center. Coordinator was Fannie Mackson. BART Police gave a presentation of the role of women in law enforcement and provided an hour-long experience with "FATS," the Firearms Training System, a high-tech shoot/don't shoot training program. Coordinator was Lt. Marie White. In charge of the firearms demonstration was Sgt. Pam Cherry. Communication and Component Repair provided a demonstration of the District's automated fare and collection machine. Coordinator was Shannon

Duke.

Systems Engineering set up a tour of the prototype room where the Operations Control Center was developed. It also provided talks during the day about women with careers in the sciences, mathematics and engineering. Coordinator was Johanne Franson. Power and Way provided a tour of the Computer Maintenance and Train Control rooms, plus a tour of the Oakland Shop, a ride on the Geometry Car and a high-rail vehicle demonstration. The daughters also had the opportunity to meet and talk with women who are working at BART as electricians, high-rail vehicle operators and fork lift operators. Coordinator was Ruth Brown.

Rolling Stock and Shops provided tours of the Hayward Shop, the Component

Repair shops and the yard and tower. The participants got a chance at an under car view of a BART passenger vehicle and were able to ask questions at the end of the activities. Coordinator was Dave Noecker. Administration provided computer training at the MSQ Computer rooms and showed "Needlestick," a video and safety program. Coordinator was Regina Rasheed.

BART Coordinator for the entire event was Vivian Faye, who also coordinated last year's initial Take Our Daughters to Work Day. The event was originated last year by the Ms. Foundation for Women.

Vivian also coordinated Take Our Sons to Work, a BART project, which was held on December 29 and garnered an attendance of 250 BART sons. **b2**

S.T.E.P. Nears Completion

Significant, but "Low Profile" Project Aims for November Wrap-Up

The end is in sight now for a significant BART engineering project that will make it possible to operate trains at shorter intervals and move more passengers quicker during peak periods of ridership.

In spite of its significance, this project is strictly in the "low-profile" category, compared with the three BART extensions underway in Alameda, Contra Costa and San Mateo counties. You won't see any giant land-leveling equipment, or bulldozers, or concrete trucks or teams of construction workers. In fact, you probably won't see any sign of this project at all.

The project is known today as S.T.E.P., for Speed and Throughput Enhancement Plan, but when it first got underway back in 1983, it was called Wayside Train Control/System Performance Modifications. When the last S.T.E.P. installation is completed in San Francisco this November, based on current schedules, the District will be able, for the first time in its existence, to run trains on the M-Line (Oakland to Daly City) at intervals of two minutes and 15 seconds, compared with the shortest interval possible today of three minutes and 30 seconds. The new capability will also provide faster run times on the C-Line (Concord) and R-Line (Richmond). The S.T.E.P. acronym also implies the incremental nature of the project. The work on the M-Line, for example, is divided into 14 manageable work areas, and the work proceeds in a step-by-step process.

What the S.T.E.P. project involves is making modifications, on each and every mile of BART track, to the equipment that regulates the speed of trains and the intervals of time between one train and

another running on the same track in the same direction. BART engineers, as well as railroad engineers throughout the world, call these intervals of time "headways."

How can you make modifications to the District's track without interrupting normal passenger traffic? Don't you have to turn off the power? Does all the work have to be done at night? Won't the completion of the project be delayed if the work can only be done at night?

These questions point up the singularity of the S.T.E.P. project. Yes, of course, you've got to turn off the power when you work directly on BART track, at least in the particular section of track where your work crew is engaged over a certain number of hours. Sure, some of the modification work can be done at night, but the sheer scope of the project, involving approximately 143 miles of track, dictated that a significant portion of the work would have to be carried out during the day. This work was scheduled for weekends when BART ridership is at its lowest levels.

"There's no going back once you turn off the power," says A.V. (Sesh) Seshadri, Manager of Special Projects, Systems Engineering, and Project Manager for S.T.E.P. "When you pull the circuits and start removing the old equipment, you can't stop until the new equipment is installed and tested," Sesh says.

Sesh says the success of the project is due to teamwork, focus, dedication and vision. "Many BART people have been involved with this project. Many departments. This is a real example of dedicated, professional teamwork with cooperation at every level," he says.

The first priority for BART engineers was to cause the least possible disruption to passengers as the S.T.E.P. project was carried out. That's another important reason for scheduling work on the weekends. In some cases entire stations have to be temporarily removed from passenger service during weekend revenue hours. When that's necessary, shuttle buses are provided to carry passengers around the temporarily-closed station.

The entire project, from conception to completion, involves 736 separate tasks and will cost nearly \$15 million. The cost is being split by the District and the State and Federal governments. The new capability represents a key capital improvement for BART.

The BART people who have worked on the S.T.E.P. project include, from Systems Engineering, George Bordakoff, Bob Carney, Art Clarke, Chuck Costa, Ernie DeSouza, Jim Dutoff, Phil Edge, Jack Farnham, Bob Kearney, Ber-name Lin, Chuck Lowder, Gary Messenbrink, Richard Pakulski, Cilene Peterson and John Slama; Transportation, Larry Campbell, Rudy Crespo, Rocky Green, Wilson Johnson, Ed Neves and Vic Rivera.

Power and Way, Mike Brown, Mike Lighty, Vince Mahon, Ken Meiring, Charles Ng, Charles Noble, Chuck Pelton and Richard Rounke; Safety, Norma de Mercado and Henry Miranda; Electronic Repair Shop, Tom Davis, Ruth Jones, Frank Thorne, Howard Wise and C.J. Wololz.

Communications Maintenance, Tom LeChuga, Manuel Quaresma and Ed Ricci; Documentation, Don Howard and Francis Young. **b3**

Your Wife's on the Phone, Dave, And Guess What?

What would you consider the most remote location in the entire BART system? How about the upper gallery in the very middle of the Transbay Tube. Is that remote enough for you?

And suppose you're David Remeta, an electrician in the Power and Way Department, and you're working the graveyard shift and it's the middle of the night and

you're out there in the Tube and—guess what?—your wife Andrea back home in Alameda starts to go into labor!

Here's what happened next: Andrea telephoned her husband's foreman, Clifton Black. He called Power and Way dispatcher Rick de Santos, who paged Dave. Dave climbed down from the upper gallery

and walked to the nearest maintenance telephone. Rick rigged up a communication patch, which allowed Dave to talk to Andrea. She told him she was in the first stages of labor.

Well, Dave made a very quick trip home. And, oh yes, it was a girl, Amelia Anne. Congratulations Dave and Andrea!

b3



BART Volunteers Team Up To Spruce Up, Paint Up, Fix Up in Neighborly Fashion

Hats Off! to the BART employees who volunteered their time and talents and energy to refurbish the neighborhood park adjacent to LMA.

Their efforts, organized by the Operations and Facilities Management Department (OAFM) as a contribution to Oakland's "We Mean Clean Week" campaign, included steam cleaning, painting, providing new playground sand and a general clean-up.

The District's steam cleaning contractor, WEBCO Sweeping, donated half of the hours required to clean all of the concrete surfaces. The cleaning was carried

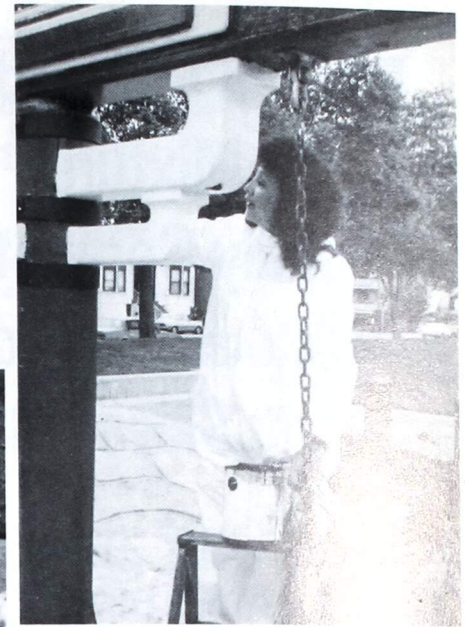


out on a Saturday under the watchful eye of Roy Baxter of Facilities Maintenance.

On two other days, BART volunteers scraped, swept and painted and, in general, had a great time. Eric Thompson, the "resident artist" OAFM, worked his magic on the eyes of the park dragon.



BART Boost to "We Mean Clean Week"



George Rohrback of OAFM had some unusual paint scraping to deal with. There he was painting away, up on a ladder to reach a high spot, when he decides to move the ladder to get better positioning. So down he climbs and starts to move the ladder and—down comes a gallon of red paint that he'd forgotten and all of a sudden he was well painted, from shoulders to knees.

The volunteers were, Operations, Jim Gallagher; OAFM, Roy Baxter, Dave De Frates, Mark Deloso, Larry Dingman, Bob Fail, Tony Gieda, Greg Lyle, Dave McGinnis, Ray Mendoza, Phil Patagerus, Stephen Perry, Dan Riordan, George Rohrback, Rolf Sabye and Joe Torrisi.

Engineering, Ray Chan, Arthur Clarke, Charles Costa, Carmelia Cravatt, Melena Gallagher and Ersten Imaoka; Customer Services, Sue Angeli and Carol Walb; Legal, Marco Gomez, Lynanne Grace, Marco Gomez, Lynanne Grace, Helen Guerra, John Naish and Gertie Taylor; Planning, Jim Eyans; Transportation, Ed Neves and Linda Vasquez; Special Projects, Kenyon; and Government and Community Relations, Greg Chan.

A special thanks goes to Ying Cai of the Metropolitan Transportation Commission Library. On her own time, she translated announcements about the clean-up into Cantonese for distribution to the neighborhood. **be**

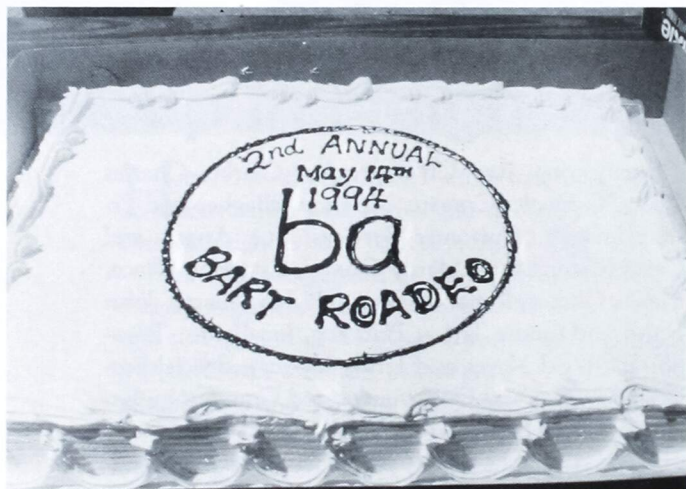


BART's Rail Rodeo

A Fun Mixture: Friendly Competition, Delicious Barbecue, Sunny Skies

**GARY FONG, GREGORY GRAHAM
AND JAMES RIDDLE ARE
FIRST-PLACE WINNERS**

Gary Fong, Gregory Graham and James Riddle were the first-place winners in the second annual BART Rail Rodeo, held May 14 at the Hayward Yard.



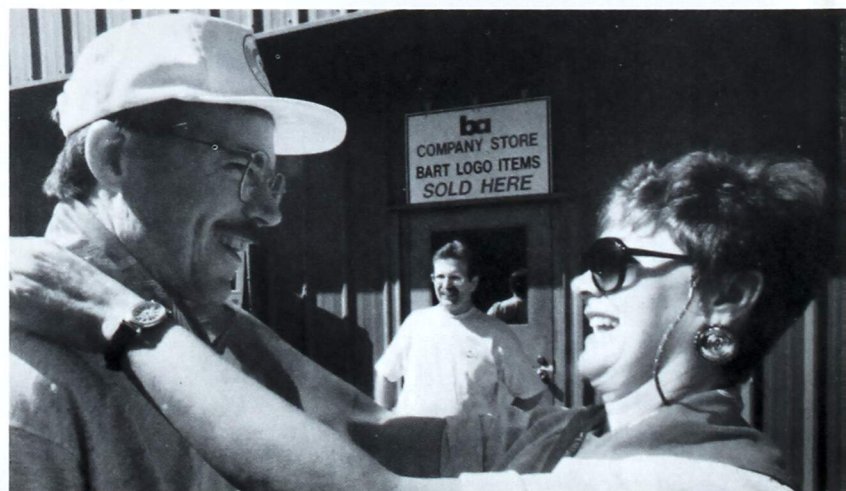
Fun, friendly competition and a delicious barbecue, plus sunny skies, added up to a memorable family event.

This year's winners are, Transit Vehicle Electronic Technician, first place, Gary Fong, Hayward; second, Carl Smith, Concord; and third, Parker Lee, Concord.

Transit Vehicle Mechanic, first place, James Riddle, Daly City; second, Tony Roten, Hayward; and third, Edward Musgrave.

Transit Vehicle Inspector, first place, Gregory Graham; second, Alan Evangelista; and third, Harvard Golden. All of the winners are from the Daly City Shop.

The winners from BART's Rail Rodeo went on to compete in Sacramento on June 11 in the Second Annual International Rail Rodeo sponsored by the American Public Transportation Association. 



Get Your First-Hand Look At BART Construction

You can get a first-hand look at the construction underway on the Colma Station and the Dublin/Pleasanton and Pittsburg/Antioch extensions.

All you have to do is call 510/287-4864 and reserve a place on one of three tours being offered each week through October by the people at BART Extensions Program Community Relations.

The two-hour tours are conducted every Wednesday, Thursday and Friday afternoon beginning at 1 p.m.. The Colma tour is on Wednesday, the Pittsburg/Antioch tour on Thursday and the Dublin/Pleasanton tour on Friday.

The three tours originate at the Daly City Station, the Concord Station and the Bayfair Station. BART employees who have signed up for the tours will be met at the stations by members of the Extensions Program staff. At the conclusion of the tours the employees will be returned to the station of origin.

The tours are booked on a first-come, first-served basis and all reservations must be made by noon on the day before the tour. Space is limited and, judging by the demand

for the tours last year, employees wanting to participate in a tour should get their requests in as early as possible. If a tour is already booked, the Extensions Program staff members can book you onto the next one.

Hard hats and construction vests, which are required attire during the tours, will be provided, but be sure to wear sturdy shoes, preferably leather, and comfortable clothes.

Employees last year got to see preliminary excavation and other preliminary work on three extensions. "Come back this year and see what we've put in those holes," says Margro, Assistant General Manager for Development. "You'll be surprised at the progress and the number of structures taking shape on both sides of the Bay."

He especially urges those employees who worked on the extensions during the years of planning to come out and take part in the tours. "Throughout the winter months, work advanced dramatically on all three extensions. The work is ongoing and impressive. Everyone who worked on the extensions can see first-hand the progress being made," he says. **b2**

Key to EnergyWize Is Individual Action

If you did a little grumbling the last time you paid your electric bill, you might derive a measure of comfort if you consider what BART pays for its electricity.

Are you ready for an average of \$1.6 million a month? That's right! BART is currently paying approximately \$20 million each year to the Pacific Gas and Electric company for roughly 280 million kilowatt hours of power.

In fact, next to the payroll, the yearly power bill is BART's biggest expense.

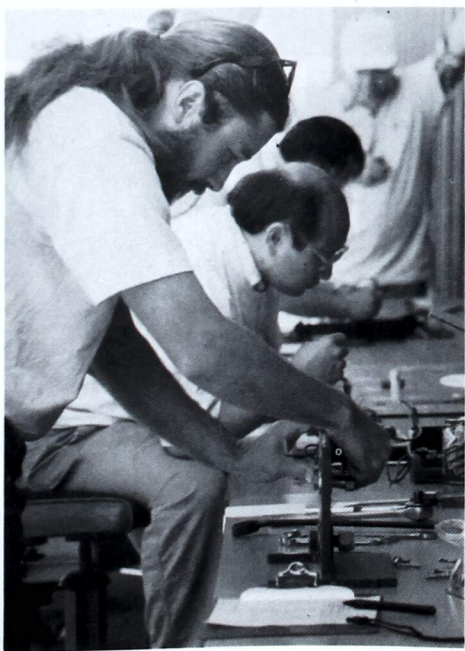
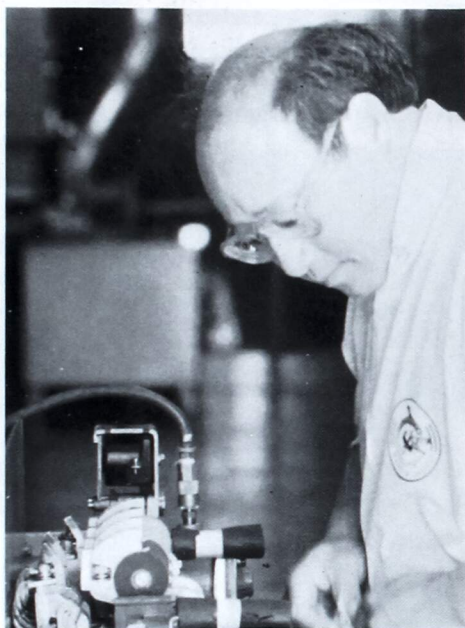
Just recently the District took part with PG&E in a survey aimed at finding ways to cut down on BART's power consumption. Some of the recommendations of that survey are already in the works. They include more energy-efficient lighting, adding energy control mechanisms and making other equipment-related improvement.

But those are "big-ticket items," reasonably easy to cure. Harder to cure are the

"little ticket items," the small energy wasters right under your nose. Take five minutes and look around your office station. Is there a light bulb burning unnecessarily? A copy machine running every weekend? A computer monitor humming away unheeded all night?

BART has inaugurated an energy conservation program called EnergyWize, and a chief component of the program is to emphasize the role that individual employees can play in reducing the District's energy costs. Each and every employee really can make a difference, first through an increased awareness of the need to conserve energy and second through realizing that individual action can help do the conserving, and third, taking the responsibility to actually do the conserving.

So go on! Get up right now and go over and turn off that light in the storage closet! **b2**



Open House at Hayward Draws 300 Guests

JOINT EFFORT MAKES EVENT A REAL SUCCESS

Nobody Went Home Disappointed

What if you held an open house and more than 300 people showed up, including lots of children hopping with energy? You might be slightly dismayed, but the folks at the Hayward Shop and Yard were as pleased as punch.

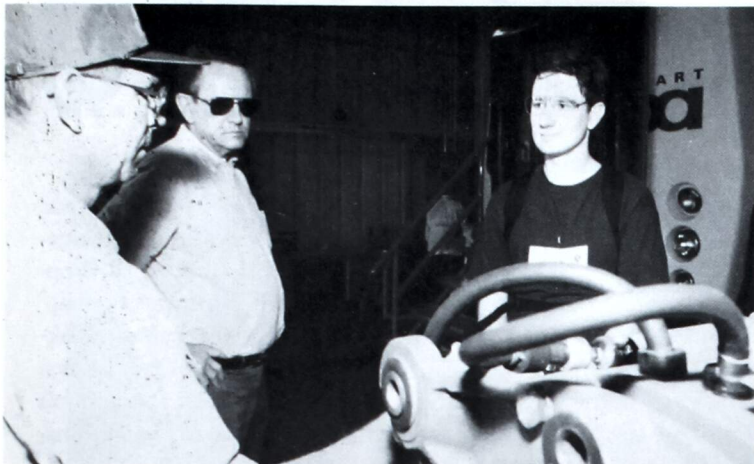
They held an open house, on Saturday, June 4, for only two

hours, from two until four in the afternoon, yet in that relatively small window of time, people descended on the Hayward facilities and they brought their children with them. And everybody had a good time!

See [Open House](#) — next page



"Would I Call It a Success? Definitely!"



Open House — from preceding page

The event was a joint effort of the Government and Community Relations Department and the Hayward Shop and Yard, with the cooperation of many other BART departments. Although the event itself took place at one location, it was truly a District-wide project. It was also truly a "first." The Hayward facilities had never been open to the public before.

Coordinator of the event was Cal Coleman, backed up by a hard-working committee, consisting of Nat Ford and John Weber of the Hayward Yard. Cal and his committee put together a plan that provided plenty of things to see, but kept the walking distance to a minimum. The event was concentrated at the Hayward Training Building, the Preventive Maintenance Building and the Control Tower.

In the Training facility, visitors could see an exhibit of the new BART extensions and view a 20-minute video. Michael Dunn was on hand to answer questions about the extensions project.

BART Police Officers John Kelly and Barry Williams talked about child protection and explained how the Ident-a-Kid fingerprint program operated.

Another exhibit in the Training Building, a model electric railroad display in HO gauge, caught the attention of children "of all ages." The idea for the display occurred to Cal. "It just came to me," he says, and he enlisted the help of the Shop to put it together. It included a loop of track and models of several revenue cars.

"It got a lot of attention," Cal says, "and everyone wanted to know where they could get some of the cars." In fact, the display led to the forming of a model railroad group within BART. The members of the new club are Robert Douglas from Train Control and, from the Shop, Cal and Edmund Gar-

bin, Richard Hobbs, Steve Nicosia and Bill Stimmerman.

"It was hard to pull the kids away," Cal says. "One little boy stood watching for almost an hour. His grandfather couldn't get him to get on with the tour."

Greg Chan, head of Government and Community Relations was on hand as the guiding spirit of "BARTY," the District robot, who made an appearance that same weekend at Oakland's Festival at the Lake.

Also very much in evidence was BART's Company Store, in the capable hands of Starla Anderson, with the able assistance of Dave Noecker.

Two BART vehicles were on display in the Service and Inspection Building. One of the cars, a C-Car, was positioned over a pit and visitors were allowed to climb into the pit. Gary Fong was in the pit to answer questions. Topside were Ed Garbin and Richard Hobbs. About a dozen people at a time could be accommodated in the pit. They were encouraged to take their time and look at everything they wanted to and then direct their questions to Gary. Steps were positioned for the other car, an A-Car, so visitors could climb up into the car and look around. Even the control portion of the car was open to inspection. Of course, any switch or panel that might cause a possible danger to anyone had been closed off or sealed.

There was only one "incident," Cal says. "One of the kids turned on the radio and was actually making broadcasts. For a few seconds, at least," Cal says with a smile. "The Control Tower telephoned down to find out who was broadcasting and we investigated at once. We got up into the car quick as a flash and we asked, 'Okay. Who's fooling with the radio?' You know what? Not one of those kids admitted a thing! Isn't

that amazing?" Cal says and laughs at the memory.

Visitors also got a look at an opened gear box and a traction motor. "You would believe how much interest was shown in the gearbox. It's something the public never got to see," Cal says. "Ed Garbin was answering questions and they kept him busy."

The last stop on the tour was Control Tower. Visitors were allowed to climb up into the Control Room itself and Christine Stewart was on duty to answer their questions.

Safety was a prime consideration during the planning stages. Ed Schnell of Safety helped during the planning and Dale Wenzler was at the event. The power on all of the tracks within the area of the Open House was shut off and access to the Yard itself was closed, by the actual positioning of revenue vehicles and the use of police emergency-scene tape.

Staff members from Operations and Facilities Maintenance provided signs to direct cars into the Hayward parking lot and to assist visitors in knowing where to go and what to see. OAFM staff assisting included Dan Reardon, Rolf Sabye and Joe Torrisi.

From Transportation were, Frank Amador, Nat Ford, Heather Hawkins, Dick Kalman, Chris Stewart and Larry Ziegler. From the Shop were, in addition to those not already named, Ruth Jones, Mike Kincaid, Bill McCoy, and Dave No. Jim Evans from Planning and Julie Yim from Customer Service also helped.

"Would I call it a success? Definitely," says Cal, "a big success. And you know what? Even though we closed the Open House right on the dot at four, we didn't turn anyone away. Every person who came to the event got the tour. Nobody went home disappointed." ■

Kim Garner Puts Herself In Shoes of Inmates and Provides Care and Comfort

Try to put yourself in the shoes of a 16-year-old young man. And you were arrested earlier in the evening and now it's bedtime and you're looking at spending your first night in jail.

Scared? You bet you're scared, scared of the other inmates, scared about what's going to happen and scared about your prospects of getting out of there.

So you're lying on your bunk in your room, trying to go to sleep, to calm down and stop thinking about the hard face of your situation. All of a sudden over the intercom you hear your name. "How're you doing?" the voice asks. "How about settling down as I read a story to you?" the voice continues.

And then the voice starts reading, maybe from Scott O'Dell's "Island of the Blue Dolphins," and you start listening and then you start relaxing and then you gradually drift off to sleep.

The voice belongs to Kim Garner, a brand-new BART Police Officer, and she volunteers to read once a week to about 40 young men at the Contra Costa Juvenile Hall in Martinez. The inmates range from 8 to 17, but most of them are be-

tween 13 and 16 and most of them are in the Hall because of charges involving violent crimes.

Kim arrives at the Hall about 9:30 in the evening and says hello to the "late ups," a few boys who have earned the privilege, because of their behavior during the day, to stay up later than the other boys.

"What's your name?" she'll ask a new inmate. "I'll say hello to you over the intercom." In a few minutes, when all of the boys are in their rooms, she'll sit down in the cafeteria open the microphone and start reading. But first, she'll play a song or two, something that will appeal to the youths. Then she'll greet several of the boys by name, asking them how they're doing or mentioning that she heard they'd had a "good court day" or simply relaying some personal note.

She knows her listeners are paying attention as the unit quiets down. "That's my feedback, my thanks," she says, "when it gets real quiet."

Aside from providing reassurance and comfort and a calming presence, Kim also hopes to encourage the boys to realize the value and pleasure of reading. **b3**



You've got a resource at BART for your club, school class, association, group organization and you can tap into it by dropping a note to the BART Speakers Bureau.

BART's panel of specially-trained speakers can offer an insider's look at the system. Speakers are matched to your group's interests, including design, operations, train control, police, engineering, planning, funding and more.

To arrange for a speaker, write BART Speakers Bureau, Systemwide Community Relations Division, 800 Madison Street, LMA-4, Oakland, CA 94707.

All requests must be in writing and must be received at least 15 days before the event. Week night and weekend engagements are discouraged, but occasional exceptions may be made.

* * *

BARTalk apologizes to Tom Morris, who worked on the engineering team that developed the new Control Center. We spelled his name wrong in the March issue.

* * *

BART employees with five years or more of perfect attendance were recently recognized.

They are from Operations and Facilities Maintenance, Basil Boyer, Pat McGinness and John Ortega; Communications/Component Repair, Rick Flood, Keith Frederick and George Roth; Rolling Stock and Shops, Diease Evans, Dennis Kaczor, Ben Lequidleguid and John Maher.

Power and Way Maintenance, John Berlin and Michael Lanotte; Transportation, Frank Amador and Haywood Williams; Procurement, Dennis Nakai; and Tom Sheehan, MIS-Information Technology.

Wide Range of BART Souvenirs Available at Company Store

Boost your BART connection with a souvenir from the Company Store, located in the Pass Office on the concourse level at LMA.

Want a BART cap? Golf towel? T-shirt? Attache case? Whatever choice you make, you're likely to find it at the Company Store, now in its fourth year of operation. You have a selection of approximately 80 items from which to choose.

"We look for quality items," explains Alice Delgado of Customer Services, "but we also want to offer our items at a price the employees will buy."

Alice is in charge of the Pass Office, where Brandy Nowajewski and Calvin Tom

handle the Company Store transactions.

Starla Anderson, also of Customer Services, selects the various items to be offered for sale. She works with the many vendors who would all like to see their items in the BART emporium.

Just before the Christmas holiday season, Starla visits the various BART yards and shops. She sets up a temporary store location and makes the BART items available to employees whose schedule makes it difficult to get into LMA.

Items at the Company Store cost about \$10 to \$15 on average, but you could pay more for a black canvas attache case with

a BART logo (\$30), or a sweater with a new logo (\$35), or a tri-color t-shirt (\$25) or a polo shirt (\$20).

Company Store hours are 8:30 to 5 p.m., Monday, Wednesday and Friday and 8:30 to 6 p.m., Tuesday and Thursday. All prices include applicable taxes. **b3**

375 Years of BART Service



Honored for 20 years of service are, from left, standing, John Jaggard, John Vickland, Raymond Ong, Arthur Johnson, Max Panzo, Richard Kerrigan and James Coppedge; front row, Adele Springman, John Evans, Jeffrey Dutton, Kris Hari, Ernesto De Souza and Rex Remington



BARTalk salutes Hershell Levi, coordinator of the District's service-recognition program, for her excellence in planning, scheduling, inviting, greeting, double-checking and, in general, "making it happen," for the recognition lunches and dinners.



Three other 20-year veterans are, from left, John Maher, Curtis Owen and Keith Sato.



"But when I started to play!" Did you know that Bill Missimer, one of the 25-year of service honorees, could play the piano? Well, he sure can, a very enjoyable classical piano. Thanks, Bill.



Left, recognized for 15 years of service are Walter Dooley, left, and Forrest Tietz.

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Call Yolanda
Ext. 6292/6293

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Don't Forget

Don't forget to inform Benefits if you've recently gotten married, moved, or if there's an addition to your family. Call 464-4120.



TRASH AND TREASURES

JAZZ UP YOUR LIFE?

This sporty electric blue 1991 GEO Storm 2+2 sports coupe is priced to sell. Pull-out Blaupunkt radio, low mi., new brakes, power sunroof. EXCELLENT CONDITION! Call Gale at Ext. 7120 or 415/584-2002 after 6 p.m.

BEAUTIFUL BABY CARRIAGE FOR SALE. English (Pram) baby carriage. Like new. Folds to put in trunk and can be used as bed. Originally cost several hundred dollars. Will sacrifice for \$85. Call Donna at Ext. 2595.

WANTED! WANTED! WANTED!

Used Nordic-Track. Any model. Call Beth at ext. 6165.

PLANNING A JUNE WEDDING!

Brand new, unused ladies wedding ring set. 18k gold rind w/.31k ctr. diamond. .40k of baguettes and rds to accent. 20 stones total. \$2500 or B/O. Call Laura at ext. 4239 M-F until 3:30 p.m. or eves at 510/946-1718.

WANT TO GO TO HAWAII? MEXICO?

Why not sail your own live-aboard world cruiser. 1973 36 ft. sailboat, she's strong and ready to go. \$25,000.00 Call Mike Librero at Ext. 2137 (Hayward EMRS)

FOR SALE! 1978 CADILLAC COUPE

DEVILLE 61,000 mi on replaced engine, new 6-yr. battery, rebt carburetor, 5,000 mi on new brakes, heater core replaced, rebt rear-end. Immaculate, only 2 owners!! \$2495 or B/O. Call Liz at ext. 6393/6387.

GOT TRAVELING ON YOUR MIND?

For sale, Thousand Trails Naco Gold Card membership. Valid for U.S. including Hawaii and Canada. Great for family travel, camping outdoor recreation. Call Jo at ext. 7116.

FOR RENT - GREAT CONDO/CABIN

Maui, HI—1 bdrm condo (sleeps 4) fully equip. Tennis, pools, dining, shopping and Maui's best beaches just footsteps away. \$65/night - \$400/wk.

Lake Tahoe—"Cozy" 3 bdrm "A-Frame" cabin (sleeps 6+) in forest setting & fully equip. 2-mi so. of Tahoe City, 10 min. walk to PRIVATE beach w/boat docks, BBQ & tbl. grass and game area, panoramic views, nearby dining, shops, biking, walking trails, casinos and skiing. \$100/night - \$550/wk. Call Dennis at ext. 2821 or 510/828-0744. (Photo book available)

KID's TWIN SIZE BED. Wood-grain bdrm. set, platform bed, mattress, hdbd., bkshelves, night stand, 6-dr. dresser, pull-out storage dr. LIKE NEW! \$450 or b/o. Call Ron at ext. 7139 or 685-5633 evenings/wkends.

GREAT BUY!! 1992 Honda Prelude SI (Red). 5-sp. loaded, including 6-disc cd changer and sunroof. 37k mi., transferrable warranty. Original owner (purchased 11/91) \$15,700. Call Laura at ext. 4239 or 510/946-1718 eves.

CABIN FOR RENT (Near Twain Harte)

Two blocks to private beach & horse area (paddle & row boats, slide off dock). Nearby lakes for boating, fishing and river rafting. Historic parks and caves near by. Fully equip. w/new beds, sleeps 10. \$125/wkend. \$50/wkdy. \$300.00/week. Call Sue at ext. 2235 or 352-3473 eves.

LOOKING FOR A NEW LOCATION?

Great house for rent in Concord. Double story, 4 bdrm. Available June 1. \$995/mo. Call Gerie at ext. 6057.

MUST SEE TO APPRECIATE!

Vintage 1951-54 5hp. Sea King outboard motor. Runs. Make Offer! Call Art at 522-2387.

BARTalk's Trash and Treasures column offers you an opportunity to pick up some extra cash for belongings you longer need. Send your ads — no telephone calls — to Trash & Treasures, BARTalk, LMA-1, Fax to 464-7103.



EMPLOYEE SUGGESTIONS

Bob Rosen is \$125 richer, thanks to two winning suggestions from him on improving BART performance. One of his suggestions was to raise the p-handle and reverse jog simultaneously, lessening the need for repairs caused by overload to District revenue vehicles and thereby resulting in a cost savings. His other suggestion was to replace the steel drain plugs on TM gear boxes with brass plugs. Brass plugs prevent freezing and provide easier access for maintenance to the boxes.

Leland Chew received \$150 for his suggestion to revise the procedure for checking the air regulation at the low end of LSAR setting and pressure switch test on the air regulators. The revision virtually eliminates the omission of any bad LSAR, improves the reliability of A-B Cars and prevents intermittent dead car conditions.

Jim Cattran received \$100 for his suggestion to provide the retracting tools used for changing the brake pads for the A-B cars. The use of improper tools often causes damaged cylinder heads, which could cost dollars to the District.

BART Times

You're more than welcome to a copy of *BART Times*, our regular publication for passengers. Stop by Public Affairs on the first floor of LMA or call 464-7116.

BART Times



A publication for and about the employees of the San Francisco Bay Area
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